45 - PERCEPTION OF QUALITY OF LIFE AND LEVEL OF PHYSICAL ACTIVITY IN URBAN BUS DRIVERS IN THE CITY OF ARACAJU/SE

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INTRODUCTION

The quality of life has been identified as a central analytical category for promoting interdisciplinary and integrative approaches, understood by many authors as resulting from a subjective construction, multidimensional, composed of positive and negative aspects (SEGRE; FERRAZ, 1997; FLECK et al. 2000; NAHAS, 2006). Realize that your construct dialogues with notions such as motivation, satisfaction, health and safety, involving recent discussions about the physical well being, psychological, social and environmental. As part of the labor organizations, the idea of quality of life seeks to amalgamate diverse and contradictory interests, present in the environment and working conditions (LACAZ, 2000).

The improvement of living conditions and health of workers has been a topic of growing importance in the occupational sector as direct or indirect impacts on productivity and health of employees. Study by Nunomura et al. (2004) points out the positive influence of regular physical activity on the attenuation of activation of the stress process among adults. Moreover, just as there is a protective effect on mental health, physical activity promotes beneficial effect on physical and social health (SAMULSKI; LUSTOSA, 1996).

Several studies confirm the importance of physical activity in maintaining overall health and well-being since epidemiological and laboratory evidence has shown that regular activity protects against the development of many chronic diseases such as obesity, stress, cancer, diabetes, heart disease and general vascular, rheumatic diseases, among others (Blair et al. 1995; ACSM, 1999; ACSM, 2000; NIEMAN, 1999; NAHAS, 2006).

It is widely known the essential character of public transportation, not only as an infrastructure, but also as a prerequisite for a good quality of life of citizens and thus the figure of the driver of public transport is a key element in this landscape. Several studies have shown that the driver is subject to a strenuous job that involves not only their health and quality of life, but also the safety of passengers, pedestrians and occupants of other vehicles (MENDES, 1999, COSTA et al. 2003).

This professional experience in their daily working conditions subject to unforeseen variables related to physical, mental and social conditions in addition to the extra-mural can promote the onset of diseases related to physical inactivity (SOUZA; SILVA, 1998; MENDES, 1999; COSTA, 2006).

Thus, this study aimed to evaluate the quality of life and its relationship to physical activity among urban bus drivers in the city of Aracaju, SE.

METHODOLOGY

The study is characterized by being of the non-experimental, cross-sectional descriptive correlational design. The population, estimated at 1500 workers, according to the Workers Union of Road Transport of Aracaju (SINTTRA), was composed of bus drivers working in urban lines in Aracaju, the sample population defined in 322 subjects (BARBETTA, 1998). Were excluded from the drivers who chose not to answer the questionnaires, missing days of data collection, drivers with less than three years of service, belonging to the female, retired or retired or with any clinical disability or physical.

We used the questionnaire WHOQOL - bref based on the Likert scale to measure quality of life (FLECK et al., 1999) and the International Physical Activity Questionnaire - IPAQ short version 8.0 (MATSUDA et al., 2001). The application of these questionnaires was performed at times of rest, in the period from May to September 2008, in three shifts and all days of the week.

For data analysis was used spreadsheet from Microsoft Office Excel 2007 and SPSS 13.0 for Windows, using descriptive statistics, chi-square analysis for quality of life, the Spearman correlation coefficient to verify the relationship between the domains quality of life and levels of physical activity. The tests were applied using the confidence interval equal to 5%.

RESULTS AND DISCUSSION

The study included 322 urban bus drivers in the city of Aracaju/SE with the mean age was 37.16 ± 8.8 years and length of service in this activity ranging from 10.29 ± 7.48 years.

The data analysis reveals that 46% of bus drivers collective Aracaju consider their quality of life 'not bad / not good', 39% consider it 'good', 9% very good and 6% 'very bad / bad' . Thus, 48% of individuals surveyed express positive aspects with regard to their own quality of life, and taking into consideration both have doubts about their quality of life becomes a negative factor has been that 52% of the subjects studied present negative aspects of their quality of life (Figure 1).

In a study on quality of life and level of physical activity Freitas (2004) reports that 45% of the military police of the city of Aracaju consider their reasonable quality of life (not bad / not good) and only 13% with a negative perception of their quality of life, were close to those found in this study.

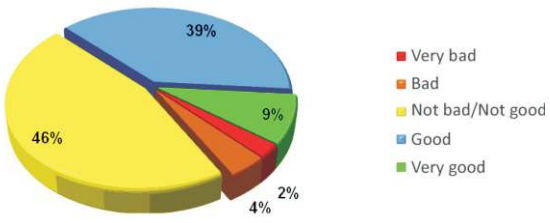

Figure 1. Perception of quality of life of the bus drivers of Aracaju, 2008

On the question of health 55% of drivers are 'satisfied' and 17% 'very satisfied'. However, a worrying factor would be those 'dissatisfied' (9%) and those 'neither satisfied nor dissatisfied' (19%) of which total 28% of drivers in general do not perceive their health positively. In the same aspect Freitas (2004) found 47% of military police from Aracaju with negative perception about their health.

One should be cautious when thinking about health perception as this consensus is far from established. However, today there is an understanding that health is not merely the absence of disease, and there is also a tendency to change the paradigm for biological and ecological, defining health as a multidimensional condition, assessed on a continuous scale, resulting from a complex interaction hereditary factors, environmental and lifestyle (BOUCHARD et al. apud NAHAS 1990, 2006).

When considering health on this scale, it is recognized that many factors (individual or collective) may influence it. In the case of drivers of urban public transportation, the workplace consists of a "macro environment" - the traffic, and a "micro" - the bus (BATTISTONI et al., 2006). At the individual level, the most important factors relate to the personal lifestyle, including diet, physical activity, preventive behavior and stress management (BRAZIL, 1988; NIEMI, 1990 apud BARROS; SANTOS, 2000; BOUCHARD et al., 1990 apud NAHAS, 2006).

Analyzed the domains of quality of life (physical, psychological, social and environment) it is clear that the physical domain showed the mean percentage considered 'good' (75.59% ± 14.37), indicating that aspects of locomotion, perception pain, physical capacity for work and for the tasks of day-day and sleep satisfaction were relatively positive results similar to those found by Davis (2004) in the military police of the city of Aracaju.

For Gonçalves e Vilarta (2004), the physical aspect is present in sentiment and expectations regarding the management of pain and discomfort caused after any activity, as well as the feelings of energy and fatigue.

Junior Bastos et al. (2006) studied the piriformis syndrome in bus drivers in the city of Governador Valadares, MG, and found that 46.7% of these workers had local pain radiating to lower limbs associated with weight, sitting posture and maintenance of the lower limbs in rotation outside.

The results related to the psychological aspect was found a perception considered 'good' (73.01% ± 12.53), reporting involvement with positive feelings such as enjoying life, optimism about the future, concern about the conditions for disease or lack thereof, the frequency of negative feelings such as blue mood, despair, anxiety and depression.

In aspects related to the field of social relations, where the impact of these relations, particularly in family, work and play, it becomes highly relevant in building a healthy lifestyle, averaged considered 'good' (75.46% ± 14.67) compared to the Likert scale.

The environmental dimension is comprehensive and is of importance, because here we consider items related to the feeling of security not only in the sense of physical protection but also financial, and physical comfort to the environment in which we live, in particular the conditions work environment such as pollution, noise and traffic (GONÇALVES; VILARTA, 2004). In this respect we found a mean considered 'regular' (50.10% ± 12.28).

Lamb and Ferraz (1992) apud God (2005) state that research has identified the main diseases that bus drivers are exposed, highlighting the environmental risks, especially physical agents like noise, heat and ventilation. These officers are from the work environment itself (bus) and act directly on the physical and mental health of the driver.

With regard to risk behavior related to inactivity, this study indicates that 77% of the population lacks recommended levels of physical activity, sedentary with 49% (Figure 2). Likewise, God (2005) describes that 76% of bus drivers in Florianopolis, were considered sedentary.

Among the various factors can lead to sedentary individuals, are lack of time, disinterest and lack of benefits associated with physical activity. Thus, the lifestyle and its effects are a factor detrimental to the quality of life of workers.

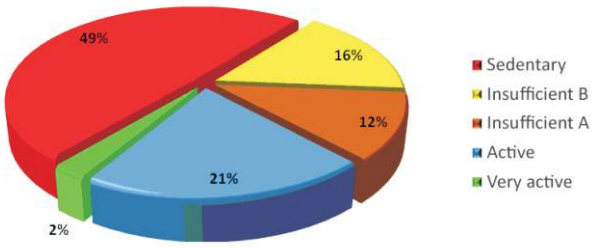

Figure 2. Physical Activity Level of bus drivers in Aracaju, 2008

When used the Spearman correlation coefficient, we find significant associations, but considered low among the physical, psychological and environment with physical activity level of bus drivers (Table 1). In this analysis we can infer that the more active the individual is better perception of quality of life in the physical, psychological and environmental.

Table 1. Spearman correlation coefficient between the domains of the WHOQOL physical activity levels and domains of quality of life of urban bus drivers in the city of Aracaju, 2008

	Physical	Psychological	Social Relations	Environmental
Activity	0,147*	0,256*	-0,004	0,229*

* Significant correlation

CONSIDERATIONS

The high percentage of people who do not have levels of physical activity recommended by the American College of Physicians and Medicine (ACSM) demonstrates that they have a greater predisposition to suffer the hardships of inactivity. With regard to the work environment it can be seen in this profession a downward trend since the noise and heat from the engine, not always cordial relationship with passengers, pollution and even the lack of foothold on the charts generate a environment hostile to that category.

Thus, it becomes feasible recommendation or even deployment of physical activity programs in moments of rest or still paying off, albeit minimal, physical inactivity and the generation of aggravating factors of inactivity.

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PERCEPTION OF QUALITY OF LIFE AND LEVEL OF PHYSICAL ACTIVITY IN URBAN BUS DRIVERS IN THE CITY OF ARACAJU/SE

ABSTRACT

The improvement of living conditions and health of workers has been a topic of growing importance in the occupational sector as direct or indirect impacts on productivity and health of employees. This study characterized as descriptive correlational cross aimed to analyze the quality of life and their relationship with physical activity level of urban bus drivers in the city of Aracaju, Sergipe, Brazil. The sample consisted of 322 drivers selected in a representative and that were willing to voluntarily participate in the study. Was applied the WHOQOL-bref and QIAF in its shortened version. The results showed prevalence of 77% in the range of risk related to inactivity, 52% with negative perception of the quality of life, 28% with negative perception of health, the areas physical, psychological and social were in "good", however the field of the environment had to "adjust" to the group and, the variable domains of physical, psychological and environment have to be related with the level of physical activity. It was concluded that regular physical activity is related to the perception of quality of life and health in the sample studied.

KEY WORDS: Quality of life: Physical Activity; Bus drivers

PERCEPTION DE LA QUALITÉ DE VIE ET NIVEAU D'CTIVITÉ PHYSIQUE DANS CONDUCTEURS D'AUTOBUS URBAINES DANS LA VILLE D'ARACAJU/SE PERCEPTION

RÉSUMÉ

L'amélioration des conditions de vie et la santé des travailleurs a été un sujet d'importance croissante dans le secteur professionnel que les impacts directs ou indirects sur la productivité et la santé des employés. Cette étude caractérise comme une étude transversale corrélationnelle visait à analyser la qualité de vie et sa relation avec le niveau d'activité physique des conducteurs de bus urbains dans la ville de Aracaju/SE. L'échantillon se composait de 322 pilotes sélectionnés en tant que représentant et qui ont volontairement accepté de participer. Nous avons appliqué la WHOQOL-bref et le iPAQ dans sa version abrégée. Les résultats ont montré la prévalence de 77% dans la gamme des risques liés au mode de vie sédentaire, 52% avec une perception négative de la qualité de vie, 28% avec une perception négative de la santé, le soutien physique, psychologique et sociale dont ils ont été «bonne», mais le domaine de l'environnement est présenté «réguliers» pour le groupe et les variables de la physique, psychologique et de l'environnement s'est avéré être liée au niveau de l'activité physique. Il a été conclu que la pratique régulière d'activité physique est liée à la perception de la qualité de la vie et la santé dans l'échantillon.

MOTS-CLÉS: Qualité de vie, Activité physique, Conducteurs de bus

PERCEPCIÓN DE LA CALIDAD DE VIDA Y NIVEL DE ACTIVIDAD FÍSICA EN CONDUCTORES DE BUS URBANO EM LA CIUDAD DE ARACAJU/SE

RESUMEN

La mejora de las condiciones de vida y salud de los trabajadores ha sido un tema de creciente importancia en el sector profesional como los impactos directos o indirectos en la productividad y salud de los empleados. Este estudio se caracteriza como un estudio correlacional de corte transversal tuvo como objetivo analizar la en la ciudad de Aracaju / SE. La muestra consistió de 322 conductores seleccionados como representativos y que voluntariamente aceptaron participar. Se aplicó el WHOQOL-BREF y la IPAQ en su versión abreviada. Los resultados revelan una prevalencia del 77% en el rango de riesgo relacionados con estilos de vida sedentarios, el 52% con una percepción negativa de la calidad de vida, el 28% con una percepción negativa de la salud, el apoyo físico, psicológico y social que eran "buenas", sin embargo materia de medio ambiente se presenta "regular" para el grupo y las variables de la física, psicológica y el medio ambiente resultó estar relacionado con el nivel de actividad física. Se concluyó que la actividad física regular se relaciona con la percepción de la calidad de vida y la salud en la muestra.

PALABRAS CLAVE: Calidad de vida, Actividad física, Conductores de autobuses

PERCEPÇÃO DE QUALIDADE DE VIDA E NÍVEL DE ATIVIDADE FÍSICA EM MOTORISTAS DE ÔNIBUS URBANO DA CIDADE DE ARACAJU/SE

RESUMO

A melhoria das condições de vida e saúde de trabalhadores tem sido tema de crescente importância no setor ocupacional uma vez que impacta direta ou indiretamente na produtividade e na saúde dos colaboradores. Esse estudo caracterizado como descritivo transversal correlacional objetivou analisar a qualidade de vida e sua relação com nível de atividade física de motoristas de ônibus urbano da cidade de Aracaju/SE. A amostra foi composta por 322 motoristas selecionados de forma representativa e que voluntariamente se dispuseram a participar da pesquisa. Foram aplicados o WHOQOL-bref e o IPAQ em sua versão abreviada. Os resultados encontrados mostraram prevalência de 77% na faixa de risco relacionada ao sedentarismo; 52% com percepção negativa da qualidade de vida; 28% com percepção negativa da saúde; os domínios físico, psicológico e social mostraram-se “bons”, no entanto o domínio do meio ambiente apresentou-se “regular” para o grupo e as variáveis dos domínios físico, psicológico e do meio ambiente mostraram-se relacionados com o nível de atividade física. Ficou concluído que a atividade física regular tem relação com a percepção da qualidade de vida e da saúde na amostra estudada.

PALAVRAS-CHAVE: Qualidade de vida; Atividade Física; Motoristas de ônibus